



# Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

December 2014

## Picture of the Month



*An idyllic lake scene would not be complete without a float plane. This one is a Super Cub on Sapphire Lake, Cadillac, MI. Photo by Bob Forni.*

## Two if by Sea

By Bob Forni

As part of our vacation this year, Jean and I decided we would get our seaplane ratings. It has been on both our bucket lists for years and this seemed like the right time. After looking at several options, we chose Northwoods Aviation in Cadillac, MI. One because it was close and two because they have been training for over 40 years. They have a very nice airport in Cadillac (KCAD), but unfortunately due to a mechanical issue with our plane, Bella, we were forced to drive.

We met our instructor, Derek, at 9am on Monday. Derek is the airport manager and his Dad, Don ran it before him. We felt right at home as Derek's white Labrador, Maverick

came out to welcome us. Derek has been flying float planes for many years and in fact did his first solo and got his private on floats. Derek had sent us a syllabus a few weeks before for us to review and study. In it were the seven rules of seaplane flying, all were important, but Rule #1 was the most important: "Don't be in a hurry." After filling out some initial paperwork and answering some of our questions, we were off to the seaplane base.

The seaplane base is located on Sapphire Lake, which is about a 15 minute drive from Cadillac airport. The seaplane we trained in was a Super Cub which was kept on a ramp. Derek started out by describing the

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## Editor's Note

It is the end of an era for Chapter 932 as reigning President, Bruce Schottland, steps down to make way for new leadership. "El Presidente" (as he likes to call himself) should be very proud of his achievements over the three years he led the chapter. Among his most notable successes; membership more than doubled, we "retired" the run down chapter building, and we created our annual Barnstormer Days fly-in.

"Grand Poobah" is leaving the chapter with a healthy balance sheet and a very bright future but he will be remembered for much, much more. Bruce is one of the most enthusiastic people I have ever met and his passion for aviation is unbounded and infectious. His commitment to the Galt family brought all of us together for many wonderful events and created many new aviation enthusiasts in the local community.

So thank you Bruce, for breathing new life into the chapter and for all the work you put in for us over the past few years.

**Beth Rehm, Editor**



*Bruce Schottland, EAA Chapter 932 President from 2011 to 2014.*

Continued from page 1.

parts of the floats, and showed us the “fun” part of pumping out the water from the 12 float compartments. Keep in mind that even on a ramp, a portion of the plane is always over the water. This makes the actual preflight a little difficult and time consuming because you have to move the plane around to get all the areas either over the dock, or over slippery rocks along the shore. Remember Rule #1. As luck would have it, while inspecting the horizontal stabilizer, I slipped and got my butt wet. Derek said everybody needs to get baptized, but added “you haven’t truly been baptized in northern Michigan unless you fall in before April or after October. Frost on the floats can be very slippery.” It sounded like the voice of experience. We completed the preflight and it was time to fly.

Since I won the coin toss, I got to go first. I have to admit it was surreal at first being in an airplane and not seeing pavement ahead of me, only water. We started out doing idle taxis. Derek explained this is the primary taxi technique to use and can be used for upwind and downwind turns. He then instructed me through downwind and upwind turns. Upwind turns are done at idle taxi. In a seaplane, upwind turns can be very dangerous. This is because the wind and centrifugal forces are working together to lift the upwind wing, which could flip the plane over. Consider how easy it would be to try to get unbuckled and out from an upside down airplane, while under water. Chances for survival would not be good, no matter what the water temperature was. Idle taxi is slow, but remember Rule #1. The other big thing to remember about seaplanes, is that there are no brakes and without power the wind determines which direction you face and where you are going to go. After I was comfortable with the turns, we did our run-up.



*Bob and Jean proudly display their newly acquired temporary seaplane rating certificates!*

Again, you have no brakes, so the first thing you do is make sure it is clear ahead of you as you are going to eat up some water as you check the mags, carb heat, and engine instruments. After that we taxied back and got ready for takeoff.

Fortunately, it was a perfect day to learn, as the wind was about 5 KTs. After we checked that the area was clear, it was stick full back and full power, I watched as the nose rose once initially and then a second rise. At this point you let the stick go to a neutral position as you ride on “the Step”. You hold it there until the plane is ready to fly and then pull back the stick slightly and it lifts off the water. Unfortunately for me, Jean and I decided to use our old spare headsets (just in case we accidentally dropped them in the lake). I didn’t find out until the loud engine noise of the takeoff roll that these mono headsets weren’t compatible with Derek’s stereo headsets and I couldn’t hear a word Derek was saying. So, I did what he briefed me on earlier, and we were flying.

This was the first time I had flown a Super Cub, so we flew around for a

while so I could get used to the plane. Derek said that the plane flies pretty much the same as its land cousin, albeit slower and a little more sluggish on the turns. Jean had the advantage of getting some time with Justin in the Citabria before this seaplane adventure. She said a lot of the same tail wheel principles apply with the seaplane, i.e., aileron control when taxiing, stick control on takeoff, and overall speed and agility of the aircraft.

My first landing was on the big Lake Cadillac. I was surprised by how easy we landed and how quickly we stopped. Usually, after I land I’m concerned about raising the flaps up, not lowering the water rudders, so that took some getting used to. We did a few more take-offs and landings and after I was comfortable, we graduated to “splash and dashes.” Then we returned back to Sapphire Lake where it was Jean’s turn to have some fun.

Jean did basically the same maneuvers as I did in her lesson. Her biggest concern was docking the seaplane as she has very little

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Continued from page 2.

experience docking anything. As she and Derek were taxiing back from their lesson, Jean said to Derek, "Ok, here's where I will need the most help, in docking. Talk to me Goose!" Derek's response was, "EJECT, EJECT!" All turned out well, and both dock and aircraft remained intact.

In the afternoon Jean and I both took turns flying again. Derek showed us the Plow taxi (used primarily for strong wind downwind turns) and the Step taxi techniques. The Step taxi is exactly what it says, you move along the lake riding on the step at a fairly fast pace. This is used on bigger lakes to get from one end of the lake to the other quickly; kinda like being in a speed boat. Derek then covered the Rough, Glassy Water and Confined Area Takeoffs/Landings. We finished up with Ramping and Docking. After just one day our heads were spinning.

The next morning Tuesday, we flew again and reviewed all the maneuvers in preparation for the check ride. As this is an add-on to an existing rating, we only had to show proficiency in the items specified in the Practical Test Standards (PTS). These were the things that are only unique to flying a seaplane. Our Designated Pilot Examiner (DPE), Kevin was limited by the FAA to only two check rides a day. He only could do one of us that day as he had done

one check ride in the morning. Since Jean has taken a lot more check rides in her career than me, I suggested she go first and I would do mine tomorrow.

Kevin gave a very fair check ride. Both the oral and the flight portion mirrored the PTS, but he also threw in some real world questions that made you think. He made the ride a good combination of testing and learning.

As we looked at the weather forecast, it didn't look very promising that I was going to be able to do the check ride Wednesday or Thursday. Remember Rule #1. So, we tentatively setup it up to do on Friday. As expected it rained all day on Wednesday and was very windy on Thursday. Friday morning was overcast, but with a high enough ceiling to do the check ride. After the front went through, the winds were opposite of what we had flown on Tuesday. As a result, I had to find all new visual reference points for landing. In the morning Derek helped me knock off some rust from the two days without flying and prepped me for my check ride. After lunch I went up with the DPE, Kevin, and like Jean found him to be very fair and actually fun to fly with. Since the winds were now from the North, Kevin suggested that we land on Sapphire Lake right in front of the seaplane base and Jean could get a nice picture. As the area in front of the seaplane base was a

confined area, and this was a check ride, I opted to land on the longer part of the lake. I was able to ramp the plane without getting wet and passed the check ride.

Getting our seaplane ratings was not only a lot of fun, but enabled us to sharpen our stick and rudder skills as well. There's nothing like a check ride to force you to think about all those details you've become complacent about over the years. We both agreed that we want to do some additional training and Jean is even thinking about getting her multi-engine seaplane rating. Jean commented that there are multiengine training facilities in Florida. Hmm, Florida in February, sounds like a plan...



**Bob Forni** has been flying for 25 years and as a private pilot with an instrument rating he has accumulated more than 600 hours. He and his

wife, Jean, own a 1976 Beechcraft F33A Bonanza (N2203L) which they keep at Galt.

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# History of O'Hare

By Captain Jeff Hill, Sr., TWA 1964 - 1997

Chicago's O'Hare International Airport (ORD) is the only major U.S. Airport I could find that does not have a three letter IATA identifier code reflecting the name of the airport or its city; it appears 'CHI' was never assigned to an airport!? "ORD" traces its beginnings to the nearby farming village called Orchard Place, settled by German immigrants in the 1840s and now part of the City of Des Plaines.

"In 1942, Orchard Place was selected as the site of a new air base and aircraft manufacturing facility, Orchard Place Airport/Douglas Field. After the Second World War, the city of Chicago bought the airport from the United States government and converted it into a commercial airport, Chicago Orchard Field, opened in 1946."

In 1949 the airport was renamed O'Hare International Airport in honor of Navy Lieutenant Commander Edward Henry "Butch" O'Hare, 1914 – 1943.

As busy Midway Airport's 'square mile' became surrounded by commercial and residential



Photo c. 1943 from [http://nwchicagohistory.org/nwch\\_ohare.html](http://nwchicagohistory.org/nwch_ohare.html). The aerial view, looking southwest, shows the two million square foot (46 acres) Douglas plant which produced 655 C-54s (DC-4) from 1943 to 1945. It was on the NE corner of the field bordered by Mannheim and Higgins Roads; Soo Line RR tracks in the foreground.

development it rapidly approached its capacity in the '40s and 50s and some air carrier operations began moving to O'Hare. When jets came on the scene beginning in 1959/60 the only facility with land available for the necessary expansion for a 'jetport'

was O'Hare.

"The O'Hare shot [left] shows the original terminal, which later became the International Terminal [long before the present day Int. Term. 5] United had one side of the right concourse [present day Term. 1] and the other was for Butler Aviation (FBO) parking. The left concourse was for all the rest; only half of it is visible, where United had a gate, then NC, LC, NW and DL. Eastern was on the end. American had the base gates close to the terminal and a temporary concourse to the left of that (out of the picture). TWA was on that left finger, just above the AA Electra pictured, and out of view and Continental was at the end of that finger. The construction in front appears to be for the upper roadway that ran to the new terminal complex, again to the left and out of view. The O'Hare Hilton was way to the left also. The



This photo of unknown origin was purchased at an AirVenture Fly-Market.

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Continued from page 4.

new terminal opened in 1962, so this is probably late 1960 or sometime in 1961." – From Jon Proctor, TWA retiree and historian. For a terrific collection of Chicago Aviation history photos check out Jon's web site: <http://jonproctor.net/chicago-through-the-years/>



Another photo of O'Hare, probably from around 1961.

## BUTCH O'HARE

There is much to be found on the Internet about Butch O'Hare. I ran across an especially readable biographical sketch in a Chicago Tribune article and book review by staff writer John Blades, published in February of 1997, see <http://www.chicagotribune.com/chi-butch-ohare-life-history-story.html#page=1>

O'Hare Airport's namesake, "... earned his immortality through World War II valor, not clout, politics or philanthropy. According to military historians, he was the prototypical top gun, a Navy pilot who shot down five Japanese bombers and crippled a sixth during his first dogfight.... But outside



LT Edward "Butch" O'Hare, c. 1942.



*A restored Grumman F4F-3 Wildcat is on display in Terminal 2 at O'Hare Airport. Above photo taken by Eric Rehm. "Signs around the exhibit explain his life as well as the combat action which earned him the Congressional Medal of Honor." The plane on display, "was recovered virtually intact from the bottom of Lake Michigan, where it sank after a training accident in 1943 when it went off the training aircraft carrier USS Wolverine (IX-64). The Air Classics Museum restored the aircraft in 2001 to look like the exact one that O'Hare flew." – Wikipedia*

aviation circles, very few people today know what he actually did..."

Butch could not have had a very happy childhood. His parents were divorced when he was a toddler. His father, Edward Joseph, aka 'Easy Eddie', one of Al Capone's lawyers, furnished the evidence that got 'Scarface' tried and sent to prison in 1931-32. He was soon after shot dead while driving.

"O'Hare's aerial dynamics, which brought him a Medal of Honor and three other combat citations, are thoroughly documented in Lundstrom's book, written with

Steve Ewing and published by the Naval Institute Press (the publisher that launched Tom Clancy). Not only will "Fateful Rendezvous" resurrect a forgotten hero but it should help correct some lingering historical misconceptions about him ...."

Fateful Rendezvous: The Life of Butch O'Hare by Steve Ewing and John B. Lundstrom, is available from amazon.com and others sources.

*This article was truly a group effort from Jeff, John Proctor and Eric Rehm.*



# QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

1. What is indicated when a current CONVECTIVE SIGMET forecasts thunderstorms?

- a) Moderate thunderstorms covering 30 percent of the area.
- b) Moderate or severe turbulence.
- c) Thunderstorms obscured by massive cloud layers.

2. What information is contained in a CONVECTIVE SIGMET?

- a) Tornadoes, embedded thunderstorms and hail 1 inch or greater in diameter.
- b) Severe icing, severe turbulence, or widespread dust storms lowering visibility to less than three miles.
- c) Surface winds greater than 40 knots or thunderstorms equal to or greater than video integrator processor (VIP) level 4.

3. Which in-flight advisory would contain information on severe icing not associated with thunderstorms?

- a) Convective SIGMET.
- b) SIGMET.
- c) AIRMET.

4. What service should a pilot normally expect from an Enroute Flight Advisory Service (EFAS)?

- a) Actual weather information and thunderstorm activity along the route.
- b) Preferential routing and radar vectoring to circumnavigate severe weather.

c) Severe weather information, changes to flight plans and receipt or routine position reports.

5. To update a previous weather briefing, a pilot should request

- a) An abbreviated briefing.
- b) A standard briefing.
- c) An outlook briefing.

## MYSTERY AIRPORT

Get out your sectional or use any other tools available to you and join in on finding the mystery airport at the coordinates below:

N4553.6200

W8444.2883

Send an email with your best guess to Ed at [linejudge88@att.net](mailto:linejudge88@att.net).

Last month's mystery airport was Door County Cherryland Airport (KSUE) in Sturgeon Bay, Wisconsin. Walt Weidig of McHenry, and Michael Hagy of Bull Valley correctly identified the airport.

Last month's bonus question about the METAR was a trick question provided by the other half of "Ed<sup>2</sup>" (Ed Brown). Those that sent in answers got most of it correct except for two parts; M1/4 and AO2\$. M1/4 means less than a quarter mile and AO2\$ means the automated weather system needs repair.

## BONUS QUESTION

Referring to the TAF below, what visibility is forecast for KOKC during the time period from 0600Z to 0800Z? Send your answer to [linejudge88@att.net](mailto:linejudge88@att.net).

KMEM 121720Z 121818 20012KT 5SM HZ  
BKN030 PROB40 2022 ISM TSRA OVC008CB  
FM2200 33015G20KT P6SM BKN015 OVC025  
PROB40 2202 3SM SHRA  
FM0200 35012KT OVC008 PROB40 0205 2SM  
-RASN BECMG 0608 02008KT BKN012  
BECMG 1012 00000KT 3SM BR SKC  
TEMPO 1214 112SM FG  
FM1600 VRB06KT P6SM SKC=

KOKC 051130Z 051212 14008KT 5SM BR  
BKN030 TEMPO 1316 11/2SM BR  
FM1600 18010KT P6SM SKC BECMG 2224  
20013G20KT 4SM SHRA OVC020  
PROB40 0006 2SM TSRA OVC008CB BECMG  
0608 21015KT P6SM SCT040=



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in

a felony court room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

Answers to the questions:  
1) c, 2) a, 3) b, 4) a, 5) a.

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**Pilot: Eric Rehm**

**Year: 1984**

When I was growing up my parents took us on a family vacation every year. Occasionally the trip would require a flight out of O'Hare on an airliner. I was always fascinated with the whole experience and remember never being disappointed about leaving the vacation destination for home because I was going to get to fly on an airplane again. I couldn't tell you when my first flight on an airliner was but my first flight in a Cessna 150 really sticks out in my mind.

I was twelve years old, living in South Elgin at the time and was in Boy Scout Troop 21. I had just finished doing all the work for the Safety merit badge and needed a merit badge counselor to check my work so I could officially earn the badge. I phoned the counselor who lived closest to me, Amos Maynard. He said he would be happy to stop by my house to review my work and oh by the way, he was headed to the airport and would I like to go flying with him?

I had no inkling of the general aviation world at that time. My aviation experience was limited to the aforementioned airlines, so I found Amos's offer a bit confusing. Something along the lines of "how can a person just go to the airport and hop in a 727" was going through my mind, however my lack of understanding did not dampen my enthusiasm for the offer. I told him I would love to go flying with him but I'd have to ask my Dad first. I found

my Dad outside in the yard, explained what was going on and had him come inside to talk to Mr. Maynard on the phone. I think Dad was as flabbergasted as I was as this was not an everyday kind of occurrence at our house but he agreed to let me go fly. As it happens an older boy in our troop, Rob, was walking by our house while Amos was driving over and Dad asked him if he knew of Amos. South Elgin was a small town back then so if you didn't know a person chances were you knew someone who knew them. Rob knew Amos and gave my Dad a good reference and I'm sure that put Dad's mind at ease.

Amos came by the house and quickly signed me off for my merit badge and we were off to the airport. I don't know if we went to Lake in the Hills airport or the old Elgin airport but once there Amos introduced me to his Cessna 150; his pride and joy. I remember being amazed not only at Amos's small airplane but at all the other GA aircraft. This was a whole new world opened up to me and I was fascinated. I remember a SeeBee piqued my curiosity. I pointed it out to Amos and he dismissed it saying it was a hunk of junk. I wonder if it was the same plane gathering weeds at Galt?

Amos talked me through his preflight and we hopped in and took off. It was a beautiful summer evening for flying. Smooth air, good visibility and comfortable temperatures. We flew over my house and circled as my folks and little sister waved from the driveway. I think I also got a little stick time as well on our short 20 or so minute flight. It was basically a Young Eagles flight before the EAA had come up with the idea and I had a wonderful time.

I know I thanked Mr. Maynard profusely for his generosity but even to this day I feel that that was not



*13-year-old Eric with his younger sister, Jennifer (aged 10), at his Eagle Scout ceremony in 1985.*

enough. I never saw him again but it would be nice to let him know that my flight with him really set the hook in my mind that this was something I want to do. Just three years later I dragged Dad to the local flight school at our local GA airport in Louisville where we were living at the time and begged him to let me start taking lessons. The rest as they say is history.

So Amos if you happen to come across this article, thank you again and again. Your one act of kindness and generosity helped set the course of my life.



*Eric Rehm is a First Officer on the MD-80 for American Airlines based in Chicago-ORD. He has been flying*

*since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. He co-owns a 1984 Mooney M20J based at Galt (N57252).*

# Galt Traffic Classified Ads

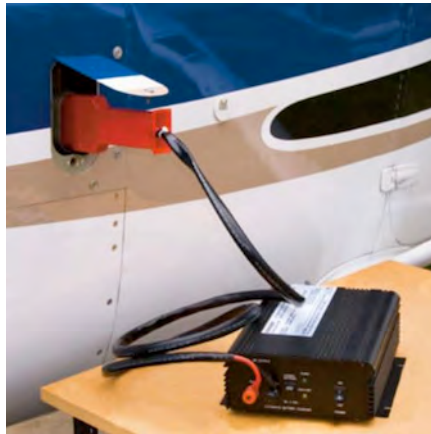
**For Sale:** Winter fronts, see photographs below. Offers invited. Contact Marty Seitz at [mvseitz@sbcglobal.net](mailto:mvseitz@sbcglobal.net).



*A pair of coverings that restrict the airflow into the cowl, keeping the engine warm in cold winter temperatures. Not sure of the manufacturer, but they may have been made to fit a Cessna with larger cowl openings.*



*A winter cover for the engine air filter, possibly for a Cessna 172, reduced airflow for colder, denser air.*



**For Sale:** 24-Volt DC power supply with standard three pin plug. Power all systems on your plane from a 110 AC outlet or charge the ship's battery. I bought it just a few months before I sold my Skyhawk and its never been out of the box. Purchased from Sporty's for \$399 + s/h, \$17.95, total \$416.95. Will sell for \$200. Call Jeff Hill, Sr., 815-338-3551 or email [jeffryhill@sbcglobal.net](mailto:jeffryhill@sbcglobal.net).

**For Sale:** The "African Queen" air compressor. So called because it sounds like the "African Queen" when it runs. It looks like something put together by Rube Goldberg but it works!! It can be seen at hangar G6 at Galt Airport. \$25.00 OBO. Call Bill Laskey at (815) 459-5084 or email: [wlaskey@sbcglobal.net](mailto:wlaskey@sbcglobal.net).

**Scrap Metal Recycling:** Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.



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*EAA Chapter 932 members may advertise in the Classified section of Galt Traffic free of charge. Email the Editor to place your advertisement: [editor@eaa932.org](mailto:editor@eaa932.org).*



## FUN FACTS

This snap of a 1942 Air Transport Command (ATC, later MATS) crew is from "Dub" Davis (Rufus W. Davis, 1920-2013, TW '42-'84). Dub checked out as navigator on this DC-4 (C-54) flight from D.C. across the north Atlantic. Most of these guys were in their twenties, typical of the era. Captain Niswender, the 'old man' would have been 38.

**Jeff Hill Sr.,  
Contributing Editor**



## FUN FACTS

Contributing Editor, Jeff Hill, Sr., sent me the graphic below that shows the evolution of the various insignia used by the U.S. Army Air Corps and the U.S. Air Force.

Intrigued by the subtle adjustments that were made over the years I decided to find out why. It's a complicated business to find a symbol that is both unique and quickly identifiable and it turns out was redesigned several times based on who the U.S. was fighting.



**U.S. Army Signal Corps Curtiss JN-3 biplanes sported a red star on the tail and wings in 1915.**

The very first U.S. military aircraft insignia was actually a five pointed red star. But that was also the symbol chosen by the Russians and WWI forced the U.S. to pick a new design.

A tricolor roundel using proportions close to the era's British RFC roundel's colors was introduced by the U.S. Army Air Service in February 1918 for commonality with the other allies.

However, in the months after Pearl Harbor it was discovered that from a distance or in poor visibility the red circle was causing U.S. aircraft



**Jeff Hill Sr.'s L-3 demonstrates how the blue disk is not very visible on the olive drab background.**

to be mis-identified as Japanese. So in May 1942 the red circle was painted over with white paint. British Royal Air Force (RAF) planes operating in the Pacific also removed their red circle for the same reason.

Even without the red circle friendly fire accidents continued. Apparently the white star did not stand out well enough against the olive drab or blue background. To resolve this problem the white bars were added either side of the roundel in 1943 and initially the entire insignia was outlined with a red border.



**This 1944 FG-1D Corsair is sporting the insignia that was used for only 2 months in 1943.**

But once again, pilots fixated on the red and after only two months the borders were changed to the same blue as the center disk.

A few years later they decided to add red back into the insignia since the U.S. was no longer at war with Japan. This time they added a red bar on either side of the blue disk. This insignia is still used to this day.



**Neil Anderson's T-6 has the most recent version of the insignia.**

There was one other temporary version of the insignia that was used during the British-American invasion of French North Africa, which began in 1942. A chrome yellow ring was temporarily added to the outside of the roundel to reduce incidents of American pilots shooting down unfamiliar British aircraft. At that time the RAF was using a yellow border on camouflage surfaces.

Since the Viet Nam war, "low-visibility" or "subdued" insignia have increasingly been used on camouflaged aircraft. On current American aircraft these frequently take the form of stenciled outlines in shades of grey or black. Low viz markings are used to avoid compromising the camouflage, while still complying with international norms governing recognition markings.



### U.S. ARMY AIR CORPS/U.S. AIR FORCE AIRCRAFT INSIGNIA



1919—1941



May '42—Jul '43



Sep. '43—Jan '47



1947—present



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# EAA Chapter 932 News

## President's Message

From Bruce Schottland, President,  
EAA Chapter 932

Three years ago I was honored to become President of Chapter 932 at Galt Airport. I took the job hoping to grow the chapter both in membership, as well as the range and frequency of activities. Today I look at our chapter and can say that we have accomplished that mission.

Through the hard work of many chapter members, and particularly Membership Chair Ed Moricoli, we have grown to over 100 chapter members. That is a lot of members for an airport the size of Galt. With so many chapter members many things become possible and we have accomplished so much to be proud of. In fact, Chapter 932 has become known as one that is very active and has served the aviation community well.

However, our work is not done. Fortunately, I can assure whoever is our next President that he or she will have the broad support of a lot of energetic and talented folks who share in our chapter's mission. I look forward to seeing what wonderful things we can accomplish moving



*This memorable picture of Bruce was first printed in the April 2012 issue of Galt Traffic. Photographer unknown. This must have been taken at one of our meetings or events but I am not sure which one.*

forward.

But now, as my term as President comes to a close, I am not only proud of what we have accomplished but am also thankful for the wonderful opportunity to meet so many people at Galt Airport and beyond. These are people that I don't think I would have had the privilege to meet and get to

know if it weren't for my position as Chapter President. While chapter president is a volunteer position, I feel that I have profited immensely for this reason. EAA Founder Paul Poberezny frequently said that he had become a millionaire because through aviation, he had made a million friends. I believe that is true and in my brief stint as President, I feel the same way.

Thank you to all that have supported me in my endeavors as president. It has truly been my pleasure getting to know all of the wonderful people I have met and worked with in fulfilling our chapter's mission.

## New EAA Chapter Members

Please welcome the following new members to Chapter 932. These recent additions bring the chapter total to 116 members.

- Michael Fay
- Ramon King
- Robert Nieman
- David Courtney

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.


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## Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: November 8, 2014

### 1. CALL TO ORDER /ATTENDANCE

Meeting called to order at 10:08 a.m.

In attendance: Mike E., Bruce S., Marty S., Larry T., Mike F., Ed M., Daniella K., Jeremy K., Beth R., David C., Bob N., Michael H., Ed B., Howie S., Paul S., Dave S., George Z., Eric R., Rafael G., Jeff H., Walt W., Tom H.

### 2. VOTING ITEMS

a. Approval of Agenda – Motioned by Ed M., Seconded by Ed B., all voted in favor

b. Secretary's Report- Approval of Minutes – Ed B., Ed M., all voted in favor

c. Treasurer's Report- Approval of Financial Report – Larry T., Michael H., all in favor

d. Chapter 932 purchase of weather station for Galt – Our weather station was destroyed by lightning. Michael H. asked what a real AWOS would cost. Far too expensive. Ed & Ed will talk with Justin and make a recommendation.

e. Chapter Elections

i. Secretary Candidate: Paul Sedlacek! Bruce made a motion to approve Paul as chapter secretary. Seconded by Ed B., all voted in favor.

ii. President Candidate: No candidate yet. Bruce moves to table until next month. Seconded by Eric R. All in favor. Please consider volunteering. Will revisit in December.

### 3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Marty: New name tags are available for pickup.

### 4. COMMITTEE REPORTS

a. Young Eagles- Ed Brown. 137 Y.E.s flown this year!

b. New Membership - Ed Moricoli. 116 members! Welcome to Mike Fay and [dog] Bo. Mike recently retired to Twin Lakes. Got his license in 2001, and is getting back into flying again.

### 5. OLD BUSINESS

a. Barrington Boy Scouts Young Eagles Rally & Aviation club. Thanks to everyone for helping out.

b. Please submit ideas for a safety seminar to Ed Moricoli.

c. Paul Sedlacek Building the Kitfox Presentation. Thanks to Paul for the excellent seminar.

d. Red Bird Flight Simulator update: TD2 is up and running in Gerry's hangar. Chapter members and students can use the simulator for a very reasonable price.

### 6. NEW BUSINESS

a. In the absence of having a president, Beth will arrange the annual meeting with other local chapters to coordinate our summer schedules.

b. Welcome Dave, a new member of the flight club to the chapter.

c. Patrick suggested having an annual succession from VP to President.

### 7. NEXT MEETING

The next meeting will be held on December 13, 2014 at 10:00 a.m.

### 8. ADJOURNMENT

Motioned by Ed M., Seconded by Ed B., all voted in favor. Meeting adjourned at 10:42 AM

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## Galt Airport / EAA 932 Calendar of Events

- Dec 13** EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.  
**Dec 13** Galt Christmas Party at 5:00 pm.  
**Jan 10** EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.  
**Feb 14** EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.  
**Mar 14** EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.



**Join the Experimental  
Aircraft Association**

[www.eaa.org](http://www.eaa.org)  
800-564-6322



**Join the Aircraft Owners and  
Pilots Association**

[www.aopa.org](http://www.aopa.org)  
800-872-2672

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## Other Aviation Events

Find more aviation events online at the following sites;

[www.eaa.org/calendar/](http://www.eaa.org/calendar/)

[www.aopa.org/pilot/calendar](http://www.aopa.org/pilot/calendar)

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.generalaviationnews.com/calendar>

<http://www.pilotsofamerica.com>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyincalendar.com>

<http://www.flyins.com>

<http://socialflight.com/index.php>

## Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

## FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

## Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at [http://www.oshkosh365.org/ok365\\_contentdetail.aspx?id=1258](http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258).

## EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

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## EAA Chapter 932 Officers and Contacts

**President:** Bruce Schottland (847) 912-5122 [president@eaa932.org](mailto:president@eaa932.org)

**Vice President:** Marty Seitz (847) 639-9188 [vp@eaa932.org](mailto:vp@eaa932.org)

**Secretary:** Paul Sedlacek (847) 949-6850 [secretary@eaa932.org](mailto:secretary@eaa932.org)

**Treasurer:** Jean Forni (815) 675-6897 [treasurer@eaa932.org](mailto:treasurer@eaa932.org)

**Newsletter Editor:** Beth Rehm (847) 530-8014 [editor@eaa932.org](mailto:editor@eaa932.org)

**Contributing Editor:** Jeff Hill, Sr.: [jeffryhill@sbcglobal.net](mailto:jeffryhill@sbcglobal.net)

**Webmaster:** Patrick Hoffmann (847) 774-1599 [webmaster@eaa932.org](mailto:webmaster@eaa932.org)

**Aviation Club Coordinator:** John Theriault (815) 236-2445 [jrtheriault14@gmail.com](mailto:jrtheriault14@gmail.com)

**Young Eagles Coordinator:** Ed Brown (615) 542-2790 [youngeagles@eaa932.org](mailto:youngeagles@eaa932.org)

**Membership Chair:** Ed Moricoli (815) 338-4217 [linejudge88@att.net](mailto:linejudge88@att.net)

**Web Site:** <http://www.eaa932.org>

**Facebook:** <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

## Galt Airport Information



### Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

### Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

**Airport Owners:** Diane and Claude Sunday [dsunday905@aol.com](mailto:dsunday905@aol.com)

**Airport Manager/Chief Flight Instructor:** Justin Cleland

Phone: (815) 648-2433 Email: [FBO@galtairport.com](mailto:FBO@galtairport.com)

**Director of Maintenance:** Brian Spiro

Phone: (815) 648-2642 Email: [Maintenance@galtairport.com](mailto:Maintenance@galtairport.com)

**Office:** (815) 648-2433

Anna Cooper: [Office@galtairport.com](mailto:Office@galtairport.com)

Jean Forni: [Jean@galtairport.com](mailto:Jean@galtairport.com)

Rebekah Busse: [Rebekah@galtairport.com](mailto:Rebekah@galtairport.com)

**Web Site:** <http://www.galtairport.com>

**Facebook:** <http://www.facebook.com/GaltAirport>

**The Dean Rowe Show:** <http://huntleyradio.com/the-dean-rowe-show>



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**Galt Tenant Price**

**\$5.36**

(includes tax)

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